

# The Traverse Board

Newsletter of the Friends Of The Paul McGuire Maritime Library Inc

November 2017

Proudly Supporting the Paul McGuire Collection of The State Library of South Australia.

## News From The Friends

### Presidents Report

#### November 2017

The sea breezes that are happening most afternoons now tell us that Summer is pretty close, hooray! But to get an idea of cool, we were entertained at our last meeting by Brian Gaull telling of his year in Antarctica, and he gave a very clear idea of life down there, the characters and their various ways, and the everyday trials and tribulations. His book makes an excellent read, too.



The two young people we put aboard the "One and All" for the voyage from Ceduna to Port Adelaide at the beginning of October came ashore all smiles, and a bit taller! The pair, Victor Wise and Travis Rowe, have sent letters of thanks to us, expressing how their time aboard has given them a greater understanding of themselves, and how to get along with their shipmates. It is good to have this scheme running again after a few years' lapse.

We will gather at the British Hotel on Tuesday, 28th November, for our last meeting of the year, and I look forward to seeing a good number of Friends then.

Meanwhile I must wrap this up to meet Neil's deadline.

Regards, Julian.



The houseboat *Ellen*, Bristol



*British* est. 1847

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### Next Meeting

The November Meeting will feature the story of the Canadian Owen Sound Transportation Company.

Date: Tuesday November 28th 2017

Time: Dinner 6:30pm – meeting 8:00 pm

Venue: **British Hotel, Port Adelaide.**

Cost: **Donation**

Please book dinner with Neil 0418 821 331 or Julian 0414 365 294.

Back to Normal!

Now I have returned from the UK and Canada I can put more effort into the Traverse Board. You will find 12 pages this time rather than the last issue's 2.

I have quite a number of photos from both the UK and Canada, as well as news from Australia and New Zealand.

Enjoy!

Neil

### Robyn Matthews

It is with sadness that we relay the news of member Robyn Matthews passing back on the 23<sup>rd</sup> March.

We miss Robyn's bubbly personality.

She had served as the Librarian for the SA Maritime Museum, and as a popular crew member on the museum's *Archie Badenoch*.

Condolences to her family and friends.



### The Traverse Board

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**STV One and All 30<sup>th</sup> Anniversary Youth Development Voyage Ceduna to Port Adelaide  
1<sup>st</sup> to 5<sup>th</sup> October 2017**



The Friends had two nominees on this voyage. They were Victor Wise, left and Travis Rowe, right, pictured with Neil Waller at the McLaren Wharf after the *One and All's* return from Ceduna. Photo Trevor Powell.

*Dear Julian*

*Hi, my name is Travis Rowe I went on the One and All from Ceduna to Port Adelaide on the 1st to the 5th of October 2017. I would like to thank you for letting me have the opportunity to sail on the One and All. It was a great experience for me and I have taken a lot of things out of this trip. The trip was amazing. I met a lot of new friends and we are hoping to catch up with each other soon. The most memorable moment that I had on the boat was when I was asked to go and help the deck crew tie the sails to the yards so they didn't flap around. I learnt a lot of things about the sail boat such as how it works, how to coil the ropes, how to haul and ease the ropes and sails. We also were able to steer to boat while on our shift. Our shift went for 4 hours and if the next group was not on time they would have to sing nursery rhymes in front of the crew and our group. We were the only group that was on time every time so we didn't have to sing any nursery rhymes.*

*Once again I would like to thank you and the people that made this opportunity possible for me. I wish you all the best with everything and hope to see you soon.*

*Regards,*

*Travis*



# Kangaroo Island receives high-speed catamaran service between Penneshaw and Cape Jervis

The Islander, Kingscote OCTOBER 11 2017 - 10:42AM



Speedy: The James Cowell, shortly to be offering the return journey from Penneshaw to Cape Jervis, with a travel time of only 30 minutes. Photo: Supplied.

A new high-speed ferry service using a wave piercing catamaran, capable of delivering 95 passengers from Penneshaw to Cape Jervis in 30 minutes will soon be operational.

Kangaroo Island Connect (to be known as 'kic') will be operating a 25 metre, Crowther-designed catamaran, The James Cowell, with limited operations commencing prior to Christmas 2017 ramping up over the 2018 summer, and will have the capacity ferry up to 800 people a day.

The vessel is named for James Cowell, who died in 2003, farmed on KI for over 40 years, and was an advocate for competition on the crossing route for nearly 20 years.

The operation will be based at American River and the vessel will leave American River every morning, operate between Cape Jervis and Penneshaw during the day, then return to the River in the evening.

Kangaroo Island Connect (kic) will work with local service businesses and establish its own integrated hire car service for travellers.

Kangaroo Island Connect has also purchased the American River Airpark from long-time island residents, Dean and Judy Johnson, aiming to develop the site into a sport aviation, scenic flights and a general aviation service centre at American River.

When the initial passenger ferry and aviation businesses settle down, kic is committed to establishing an integrated freight service between American River and Cape Jervis. This service will specialise in the efficient movement of bulk grain, livestock and dangerous goods.

The family of David Harris, Managing Director of Kangaroo Island Connect Pty Ltd has an unbroken association with KI going back to the early '20s. The extended family still own and use the original timber cottage built in American River in 1923.

KI Mayor Peter Clements said, "This is very exciting news for KI and I am confident that Mr Harris will make the Fast Ferry Service work judging by the successes of his company over many decades.

"The State Government and in particular the Department of Transport have been central to making this new service happen after listening to our pleas to have a more competitive sea transport system."

Mayor Clements continued, "I thank them for their input into this initiative.

"Mr Harris presented to a recent informal meeting of elected members prior to making the news public and the matter received much praise, particularly as it provides greater options for travel to and from the island.

"We have been very fortunate to have a highly professional and reliable service from Sealink for many years and no doubt this will continue as the visitor market grows with this new service.

"Council and State Government will be watching very closely the activities of the transport service providers over the next few years with a view to ensuring that a level playing field is maintained for the good of the community and for our visitor growth."

Kangaroo Island Connect said that there is good consensus across all levels of government for the increased competition and segmentation of transport services to KI, with support provided by SA DPTI, SA Tourism, Yankalilla and KI Councils and the KI Commissioner.

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## The Swing Bridge at Little Current, Ontario.



The bridge closed to water traffic



A yacht passing through the open bridge

This was once a railway bridge built by the Alagoma Eastern Railway to connect the mainland with Manitoulin Island in 1913 but it was also used by road since 1946.

Since the 1990s it has been maintained by the Ontario Ministry of Transport following the withdrawal of the railway service by the Canadian Pacific Railway.

During the ice-free months the bridge opens in daylight hours on the hour for 15 minutes to allow water traffic on the North Channel through.

In its days as a railway only bridge it was usually open for water traffic and closed only for the passage of trains.

## The Great Lakes



This chain of 5 large freshwater lakes form the largest lake group in the world, covering an area of 95,000 sq miles.

Once vital to fur trading and regional development in the early history of Canada and the United States, the Great Lakes (in modern times) remain today a significant transportation route for iron ore, steel, petroleum, grain, American automobiles, and more.

The Great Lakes have a total shoreline near 10,000 miles, over 350 species of fish, and provide drinking water for over 40 million people.

**Lake Superior** 82,000 sq km, 31,698 sq miles in size, is the largest fresh water lake in the world. It is about 350 miles (565 km) long and 160 miles (257 km) at its widest point. The deepest point is 1,332 ft, while the average depth is 500 ft.

Shoreline: 2,730 miles (includes islands)

**Lake Huron** 59,600 sq km, 23,011 sq miles in size, is 206 miles (332 km) long and 183 miles (295 km) at its widest point. The deepest point is 750 ft, while the average depth is 195 ft.

Shoreline: 3,830 miles (includes islands)

**Lake Michigan** 57,800 sq km, 22,316 sq miles in size, is the largest freshwater lake (totally within) the United States. It is 307 miles (494 km) long and 118 miles (190 km) at its widest point. The deepest point is 925 ft, while the average depth is 279 ft.

Shoreline: 1,640 miles (includes islands)

**Lake Erie** 25,700 sq km, 9,922 sq miles in size, is 240 miles (386 km) long, and 38-57 miles (61-92 km) wide. The deepest point is 210 ft, while the average depth is 62 ft.

Shoreline: 871 miles (includes islands)

**Lake Ontario** 18,960 sq km, 7,320 sq miles in size, is about 193 miles (311 km) long and 53 miles (85 km) at its widest point. Because of a low elevation above sea level and depths (500 to 800 ft in some places), it doesn't freeze in winter, unlike the other lakes in the chain. The deepest point is 802 ft, while the average depth is 283 ft.

Shoreline: 871 miles (includes islands)

### St. Lawrence River/Seaway

This body of water permits the passage of deep-water ships between the Atlantic Ocean and the Great Lakes. It includes a series of man-made canals, locks and dams, and is considered one of the most vital shipping routes on the planet.

<http://www.worldatlas.com/webimage/countrys/namerica/greatlk.htm>

## Energy company Chevron withdraws plans for oil drilling in the Great Australian Bight

Sue Rawkins

The Islander, Kingscote OCTOBER 18 2017 - 10:34AM



FREE FOR NOW: The Great Australian Bight may be protected for now, but other companies have plans for oil drilling.

Almost a year to the day since BP announced it would not continue its controversial oil drilling exploration the Great Australian Bight (GAB), Chevron has decided to discontinue its exploration program.

The international energy company pulled out, stating it was “unable to compete for capital in Chevron’s global portfolio”.

Chevron Australia Managing Director Nigel Hearne said the “commercial” decision was not based government policy or regulatory, community or environmental concerns.

He said the company appreciated the strong support from governments, regulators and the local community for their plans to explore for hydrocarbons offshore South Australia.

“We are confident the Great Australian Bight can be developed safely and responsibly and we will work closely with the interested stakeholders to help realise its potential,” he said.

The South Australian Chamber of mines and Energy (SACOME) was disappointed at Chevron’s decision.

SACOME CEO Rebecca Knol said the international landscape for the petroleum sector was complex, with companies having to make difficult commercial decisions.

She said the resource potential of the GAB could not be overlooked, with potentially significant economic development benefits.

“We see no reason why offshore petroleum activities cannot continue safely and sustainably with appropriate regulatory oversight by the National Offshore Petroleum Safety and Environmental Management Authority,” she said.

The Norwegian-based oil and gas company Statoil has also announced plans to drill an exploration well in the Great Australian Bight by the end of October 2019.

The Greens Sarah Hanson-Young said the SA community had a reason to celebrate the Chevron pull-out, but all eyes must now turn on Statoil to see whether they’ll retreat from the Bight next.

Energy Minister Koutsantonis’ office was contacted for comment but has not responded.

## Maersk Line’s Boxship Carries Dead Whale into NZ Port

Maersk Line’s containership Lexa Maersk arrived to New Zealand’s Tauranga Harbour on October 4, carrying a dead 14-meter whale on its front part, the company confirmed.

The carcass of the whale was discovered on the vessel’s bulbous bow after the 63,400 dwt boxship berthed at the port.

“The cause of the whale’s death is currently unknown and will be determined following a necropsy. We are working closely with the Port of Tauranga and New Zealand’s Department of Conservation (DoC) to understand the cause of the whale’s death and to have the carcass removed for a cultural blessing, in line with local traditions,” Maersk Line’s spokesperson told World Maritime News.



Image Courtesy: Tauranga Port

The container vessel came from Brisbane and it is not known where it encountered the whale. New Zealand’s Department of Conservation (DOC) informed that the whale is believed to be a Bryde’s whale.

DOC Tauranga Rotorua District Operations Manager Jeff Milham said it appears to have just been “an unfortunate incident at sea”.

The carcass was removed from the ship in the late afternoon hours on October 4 and secured in a safe location in Tauranga Harbour overnight.

“We are now working with Tauranga Moana iwi to arrange for an appropriate location for the carcass to be disposed of,” Milham said.

Subject to having an appropriate site, the whale carcass was likely to be moved on full tide on October 5.

Maersk Like said it is committed to reducing the impacts of its vessel operations and business activities on the environment through the mitigation of natural resource depletion and pollution.

<http://worldmaritimeneeds.com/archives/231650/maersk-lines-boxship-carries-dead-whale-into-nz-port/>

## After Five Months Lost at Sea, Two Sailors and Their Dogs Rescued Aboard Sailboat in Pacific

Gcaptain, October 27, 2017 by Mike Schuler

Sailors assigned to the amphibious dock landing ship USS Ashland (LSD 48) maneuver the landing craft personnel (large) to render assistance to distressed mariners, October 26, 2017. U.S. Navy Photo

The U.S. Navy has rescued two distressed sailors and their two dogs nearly five months after their sailboat strayed off course in the Pacific Ocean.

The rescued sailors, Jennifer Appel and Tasha Fuiaba, both from Honolulu, and their two dogs had set sail from Hawaii to Tahiti this spring. The boat suffered an engine casualty on May 30 during bad weather, but they continued on, believing they could make it to land by sail, the Navy said in a statement.

Two months into their journey, and long past when they originally estimated they would reach Tahiti, they began to issue distress calls. The two continued the calls daily, but they were not close enough to other vessels or shore stations to receive them.

The sailboat was finally located about 900 miles southeast of Japan by a Taiwanese fishing vessel on October 24, leading to their rescue by the crew of the USS Ashland on October 26 somewhere between Guam and Japan. After assessing the sailboat unseaworthy, Ashland crew members brought the distressed mariners and their two dogs aboard the ship.



Photos US Navy

“I’m grateful for their service to our country. They saved our lives. The pride and smiles we had when we saw [U.S. Navy] on the horizon was pure relief,” said Appel.

Appel said they survived the situation by bringing water purifiers and over a year’s worth of food on board, primarily in the form of dry goods such as oatmeal, pasta and rice.

It was not immediately clear if the sailors were equipped with an EPIRB, or other lifesaving equipment that could have aided in their rescue.

The boat appeared beaten up but with its mast intact and sails furled.

Once on Ashland, the mariners were provided with medical assessments, food and berthing arrangements. The mariners will remain on board until Ashland’s next port of call.

“The U.S. Navy is postured to assist any distressed mariner of any nationality during any type of situation,” said Cmdr. Steven Wasson, Ashland commanding officer.

<http://gcaptain.com/after-five-months-lost-at-sea-two-sailors-and-their-dogs-rescued-aboard-sailboat-in-pacific/>

A good story but doubts have been raised about the women’s plight. Apparently their story has changed, and weather observations contradict them.

Their grasp of geography seems a bit shaky too!

Next is a story from News Ltd detailing those doubts.

## Two women sailors lost at sea for six months have doubt poured on their survival story

DOUBTS are growing over the story of two women rescued after six months - who never activated their emergency beacons.

AP

News Corp Australia Network OCTOBER 31, 2017 11:38PM

TWO Hawaii women who say they were lost at sea on a sailboat for months never activated their emergency beacon, the US Coast Guard said, adding to a growing list of inconsistencies that cast doubt on their harrowing tale of survival.

The women previously said that they had radios, satellite phones, GPS and other emergency gear, but they didn't mention the Emergency Position Indicating Radio Beacon, or EPIRB.

A Coast Guard review of the incident and subsequent interviews with the women revealed that they had an EPIRB aboard their boat but never turned it on.

Jennifer Appel confirmed in an interview that they had the beacon and did not use it.

She said that in her experience, it should be used only when you are in imminent physical danger and going to die in the next 24 hours.

"Our hull was solid, we were floating, we had food, we had water, and we had limited manoeuvrable capacity," Ms Appel said in Japan, where the US Navy took them after they were rescued by a Navy ship. "All those things did not say we are going to die. All that said, it's going to take us a whole lot longer to get where we're going."

In retrospect, though, Ms Appel said there were two times that she would have used it — once when she and Tasha Fuiava were off Hawaii around late June to early July, and a second time off Wake Island on October 1.

"That's a lesson learned for me, because that was the best chance we had in the ocean to get help," Ms Appel said of the Wake Island missed opportunity.

Previously, Ms Appel and Ms Fuiava had said they were close to giving up when the Navy rescued them last week, thousands of kilometres off course.

The EPIRB communicates with satellites and sends locations to authorities. It's activated when it's submerged in water or turned on manually. The alert signal sends a location to rescuers within minutes.

A retired Coast Guard officer who was responsible for search and rescue operations said that if the women had used the emergency beacon, they would have been found.

"If the thing was operational and it was turned on, a signal should have been received very, very quickly that this vessel was in distress," Phillip R. Johnson said on Monday in a telephone interview from Washington state.

Mr Johnson described the device as sturdy and reliable, but added that old and weak batteries could cause a unit not to function.

Ms Appel and Ms Fuiava also said they had six forms of communication that all failed to work.

"There's something wrong there," Mr Johnson said. "I've never heard of all that stuff going out at the same time."

The two women met in late 2016, and within a week of knowing each other decided to take the trip together.

Ms Fuiava had never sailed a day in her life.

They planned to take 18 days to get to Tahiti, then travel the South Pacific and return to Hawaii in October.

They set off on May 3 along with their two dogs and were rescued by the Navy last week, thousands of kilometres off course.

Key elements of the women's account are contradicted by authorities, and are not consistent with weather reports or basic geography of the Pacific Ocean.

The discrepancies raised questions about whether Ms Appel and her sailing companion, Tasha Fuiava, could have avoided disaster.



American mariners Jennifer Appel (C) and Tasha Fuiava (R) answering questions during a media call with their dogs Zeus (bottom-L) and Valentine (bottom-R) in the captain's cabin of the amphibious dock landing ship USS Ashland. Picture: AFPSource:AFP



Jennifer Appel, right, and Tasha Fuiava speak on the deck of the USS Ashland at White Beach Naval Facility in Okinawa, Japan. Picture: APSource:AP

## Two women sailors lost at sea for six months have doubt poured on their survival story

On their first day at sea, the two women described running into a fierce storm that tossed their vessel with 97km/h winds and nine-metre seas for three days, but meteorologists say there was no severe weather anywhere along their route during that time.

After leaving “we got into a Force 11 storm, and it lasted for two nights and three days,” Ms Appel has said of the storm they encountered off Oahu.

In one of the first signs of trouble, she said she lost her mobile phone overboard.

“We were empowered to know that we could withstand the forces of nature,” Ms Appel said. “The boat could withstand the forces of nature.”

But the National Weather Service in Honolulu said no organised storm systems were in or near Hawaii on May 3 or in the days afterwards.

Archived NASA satellite images confirm there were no tropical storms around Hawaii that day. Ms Appel expressed surprise that there was no record of the storm.

She said they received a Coast Guard storm warning while sailing after sunset on May 3.

The pair said they thought about turning back, but the islands of Maui and Lanai didn’t have harbours deep enough to accommodate their sailboat.

At 15 metres long, the vessel is relatively small, and both islands have harbours that accommodate boats of that size. Plus, the Big Island — the southernmost island in Hawaii — has several places to dock.

Ms Appel, though, said she modified her sailboat, called the Sea Nymph, by adding six tonnes of fibreglass to the hull to make it thicker and heavier and extend the keel to a depth of 2.5 metres to give the boat greater stability.

Similar vessels typically have a keel of 1.5-2 metres, she said. The extra-long keel meant it couldn’t get in to nearby harbours.

“Given the constraints of our vessel, we chose the appropriate action,” she said.

Still, they pressed on.

Days later, after parts of their mast and rigging failed, they sailed up to another small island, still with a working motor, but decided against trying to land, believing the island was mostly uninhabited with no protected waters.

“It is uninhabited. They only have habitation on the northwest corner and their reef was too shallow for us to cross in order to get into the lagoon,” Ms Appel said.

But Christmas Island, part of the island nation of Kiribati, is home to more than 2000 people and has a port that routinely welcomes huge commercial ships.

“We could probably nurse it down to the next major island in Kiribati,” Ms Appel said. “Then we’ll be able to stop there and seek safe haven and get up on the mast and fix it.”

The island has at least two airfields, and women had flares aboard to alert people on land. Plus, its widest point spans about 48 kilometres, a day’s hike to safety from even the most remote area.

When asked if the small island would have been a good place to land and repair their sails, Ms Appel said no. “Kiribati, um, one whole half of the island is called shipwreck beach for a reason,” she said.

Christmas Island has a place called Bay of Wrecks on its northeast side. So, instead of stopping for help, they say they set a new destination about 1609 kilometres away and a few hundred miles beyond their original target of Tahiti.

They were headed to the Cook Islands.

“We really did think we could make it to the next spot,” Ms Appel said.

Then, they say, another storm killed their engine at the end of May.

The Coast Guard made radio contact with a vessel that identified itself as the Sea Nymph in June near Tahiti, and the captain said they were not in distress and expected to make land the next morning.

More than five months after they departed, they were picked up in the western Pacific about 1448 kilometres southeast of Japan. The two women and their dogs were all in good health when picked up by the US Navy.

## Welcome to the fleet - HMAS Hobart III

Published on 23 September 2017 Department of Defence (author), ABIS Bonny Gassner (photographer)



The ship's company of HMAS Hobart line the upper decks and cheer ship during HMAS Hobart's Commissioning Ceremony held at Garden Island, Sydney. (photo: ABIS Bonny Gassner)

With a zealous crowd and great fanfare, the guided missile destroyer HMAS Hobart was commissioned in to the Royal Australian Navy fleet in a formal ceremony at Garden Island in Sydney today.

The Prime Minister of Australia, the Honourable Malcolm Turnbull joined with other dignitaries, ship's company and family and friends to welcome the newest ship to the Australian Fleet.

Mr Turnbull said Australia plays a leading role in ensuring the world remains at peace.

"In these uncertain times, a strong, well equipped Australian Defence Force is absolutely critical," he said.

"The commissioning of HMAS Hobart provides clear evidence of our determination to keep Australians safe and ensure we are ready and able to meet the challenges that come our way in the years ahead.

"Wherever she may travel around the world, Hobart will serve our nation and take action in Australia's name."

The third Australian Navy ship to carry the name Hobart will provide air defence for accompanying ships in addition to land forces and infrastructure in coastal areas, and for self-protection against missiles and aircraft.

Hobart's state-of-the-art Aegis combat system, including the phased array radar and missile systems, will provide an advanced air defence system capable of engaging enemy aircraft and missiles at ranges in excess of 150 kilometres.

She will also be capable of undersea warfare and be equipped with modern sonar systems, decoys, surface-launched torpedoes and an array of effective close-in defensive weapons.

Commanding Officer, Hobart, Captain John Stavridis said the ship will be the most complex and capable warship ever operated by Australia.

"She is as powerful as she is potent and is every bit a destroyer," he said.

"Her sensors and weapons are leading edge and she is capable of conducting the full span of maritime security operations.

"However, without the 185 men and women who serve in her, she is just another ship alongside. To be a warship requires a specialist team who are masters in their individual skills and are capable of working collectively to achieve the mission.

"I am blessed with such a crew, who are both proficient and professional."

The ceremony included the breaking of the commissioning pennant and hoisting of the Australian White Ensign for the first time, at which point, Hobart became the responsibility of Captain Stavridis.

Witnessing the historic occasion were sailors from the former Hobarts which served with distinction in the Second World and Vietnam Wars.

<http://news.navy.gov.au/en/Sep2017/Fleet/4070/Welcome-to-the-fleet---HMAS-Hobart-III.htm>



Parade Commander, Commander Edward Seymour RAN presents the guard to Commanding Officer of HMAS Hobart, Captain John Stavridis RAN during HMAS Hobart's Commissioning Ceremony held at Garden Island, Sydney.



The Prime Minister the Hon Malcolm Turnbull being greeted by Navy Officials.



Defence Minister Senator The Hon Marise Payne



Members of the ship's company and Commissioning Guard stand at attention during the commissioning of HMAS Hobart held at Garden Island, Sydney.



Members of the ship's company 'Off Caps' during HMAS Hobart's Commissioning Ceremony held at Garden Island, Sydney.



*Hobart and Brisbane at Techport Adelaide, 7<sup>th</sup> May 2017*



*Golden Aspirant, Port Adelaide 7<sup>th</sup> May 2017*



*Xin Ying Hong Kong 12<sup>th</sup> September 2017*



*First Ferry VIII Hong Kong 12<sup>th</sup> September 2017*



A stormy Lake Huron. If you head straight out (due west) for 120km you eventually reach the USA such is the size of the lake. The Great Lakes hold many shipwrecks, counted in the thousands, reflecting the strength of the storms that can blow up, the tendency for fogs, and collisions between ships!  
The beer being shown off by its brewer, Andrew Easthope, is from the Full Beard Brewing Company in Timmins, Northern Ontario. Visiting the Brewery is well worth it if you are passing through! Andrew needs the occasional fellow Australian to call by so he can speak Australian rather than Canadian.



Canadian Coast Guard vessel Cape Commodore at its Tobermory Base in Big Tub Harbour.



HQS Wellington at her Victoria Embankment, London, berth in service as the floating livery hall of the Honourable Company of Master Mariners.

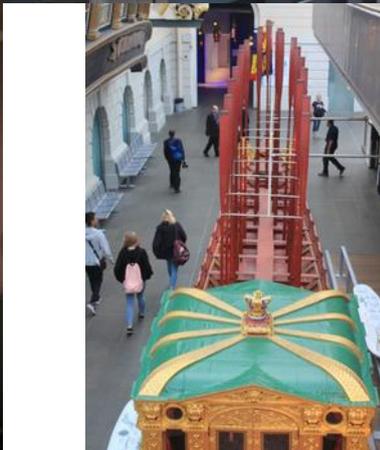


Tattershall Castle, once a paddle ferry on the Humber, in service as a floating bar/ restaurant at London's embankment.



Boats at the Afont Seiont slate wharf in Caernarfon, North Wales. The view is from the Castle.

### National Maritime Museum, Greenwich.



## Next Meeting

The November Meeting will feature the story of Canada's Owen Sound Transportation Company which has provided shipping services on Lake Huron and Georgian Bay as well as the other Great Lakes since 1926.

The company, now owned by the Ontario Government, currently runs the largest passenger ferry on the Great Lakes, the *MS Chi-Cheemaun*, as well as a number of other smaller ferries.

Date: Tuesday November 28th 2017

Time: Dinner 6:30pm – meeting 8:00 pm

Venue: **British Hotel, Port Adelaide.**

Cost: **Donation**

Please book dinner with Neil 0418 821 331 or Julian 0414 365 294.



The *MV Chi-Cheemaun*, the Big Canoe in the local Ojibwe language, approaching the South Baymouth ferry wharf, Manitoulin Island. She was built in 1974 at the Collingwood Shipbuilding yard about 60 kilometres east of Owen Sound on Georgian Bay.

### History

Name: Chi-Cheemaun  
Owner/ Operator: Owen Sound Transportation Company  
Port of registry: Canada, Owen Sound  
Route: Tobermory, Bruce Peninsula → South Baymouth, Manitoulin Island  
Builder: Collingwood Shipbuilding  
Cost: CAD\$10 million  
Yard number: 346838  
Laid down: January 1974  
Maiden voyage: September 10, 1974  
Identification:  
Call sign: VGKK  
IMO number: 7343607  
MMSI no.: 316003125  
Status: Operational

### General characteristics

Tonnage: 6,990 GT, 482 NT  
Length: 111 m (364 ft)  
Beam: 19 m (62 ft)  
Draught: 3.53 m (11.6 ft) forward, 3.97 m (13.0 ft) aft  
Depth: 6.4 m (21 ft)  
Installed power: 9,200 hp (6,860 kW) 8-cylinder Caterpillar V8 diesels  
Propulsion: 4 × 2,300 hp (1.7 MW) diesel;  
1 × 800 hp (600 kW) bow thruster  
Speed: 16.25 knots (30.10 km/h; 18.70 mph)  
Capacity: 638 passengers; 240 autos



Big Tub Harbour, Tobermory, Ontario.



Loading the Chi-Cheemaun, Tobermory